

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office WFO JUN 1924

State if Report is also sent on the Machinery of the Vessel *Yes*.

Date of completion of report *6th June 1924.* Port of *Greenock.* No. *18238.*
Survey held at *Greenock* Date, First Survey *19th July, 1923.* Last Survey *3rd June 1924.*

On the (State if Single, Twin, or Triple Screw) *Single Sc. Stp* "DR GONDIM" Rig *Scop.*

CLASS *+ 100 A1.* FEET.

Built at *Greenock*

When built *1924* Launched *24th April 1924.*

By whom built *George Brown & Co.*

Owners *The Ministerio Marinho, Brazil*

Managers *Magalhães, Vaz & Co.*

Residence *Rio de Janeiro, Brazil*

Port belonging to *Rio de Janeiro.*

Destined Voyage *Rio de Janeiro* If Surveyed while Building, Afloat, & in Dry Dock *Yes.*

TONNAGE under Tonnage Deck.

Do. between Tonnage Dk. and 3rd and 4th Dk. *16.01*

Total under Upper Dk. *375.89*

Do. of Poop *9.63*

Do. of R.Q.Dk. *1.43*

Do. of Bridge House *28.42*

Do. of Forecastle *12.12*

Do. of Houses on Dk. *190.98*

Do. of excess of Hatchways *11.95*

Do. above Crown of Engine Room *196.33*

Gross Tonnage *196.33*

Less Crew Space *190.98*

Less above Crown of Engine Room *11.95*

TONNAGE FOR FEES.. *196.33*

Less Engine Room *190.98*

Less Navigation Spaces *11.95*

Register Tonnage *196.33*

Do. on Beam *196.33*

Dimensions of Ship per Register. Length *160* breadth *26.2* depth *12.25*

Moulded depth, ft. *12* ins. *3* To Bridge Dk. Round of Upper Dk. Beam, Actual *6 1/2* ins.

Moulded depth, ft. *12* ins. *3* To Upper Dk. Dk. Beam, Actual *6 1/2* ins.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.
NAME, Angles, <i>on E or L Bar</i> amidships <i>6</i>	<i>3</i>	<i>32</i>	<i>6</i>	<i>3</i>	<i>32</i>	<i>6</i>	<i>3</i>	PILLARS In <i>two</i> Deck, size and spacing <i>2 1/2</i> <i>43</i> <i>2 1/2</i> <i>43</i>	<i>2 1/2</i>	<i>43</i>	<i>2 1/2</i>	<i>43</i>	<i>2 1/2</i>	<i>43</i>	<i>2 1/2</i>
Do. in peaks <i>2</i> <i>4</i> <i>3</i> <i>34</i> <i>4</i> <i>3</i> <i>34</i>	<i>4</i>	<i>3</i>	<i>34</i>	<i>4</i>	<i>3</i>	<i>34</i>	<i>4</i>	" " Hold " "	<i>2 1/2</i>	<i>43</i>	<i>2 1/2</i>	<i>43</i>	<i>2 1/2</i>	<i>43</i>	<i>2 1/2</i>
Do. in way of Double Bottoms at Solid Floors								" " Quarter 'tween Dks., " "							
" " at intermdt. Bkts.								" " in Hold " "							
acing of Frames from centre to centre amidships <i>2 1/2</i>								KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.	Inches per Rule Or as Appr.
" " from <i>2 1/2</i>								CENTRE LINE KEELSON, Vertical Plates above <i>16</i>	<i>16</i>	<i>34</i>	<i>16</i>	<i>34</i>	<i>16</i>	<i>34</i>	<i>16</i>
" " length to Collision bulkhead <i>2 1/2</i>								" " Rider Plate, Angles, <i>3</i> <i>3</i> <i>34</i> <i>3</i> <i>3</i> <i>34</i>	<i>3</i>	<i>3</i>	<i>34</i>	<i>3</i>	<i>3</i>	<i>34</i>	<i>3</i>
" " in peaks <i>2 1/2</i>								" " Flat Plate Keel Angles <i>3 1/2</i> <i>8 1/2</i> <i>34</i> <i>3 1/2</i> <i>3 1/2</i> <i>34</i>	<i>3 1/2</i>	<i>8 1/2</i>	<i>34</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>34</i>	<i>3 1/2</i>
EVERSED FRAME, Angles, <i>Level across top of floor</i> <i>2 1/2</i>								" " Horizontal Plates on Floors <i>12</i>	<i>12</i>	<i>34</i>	<i>12</i>	<i>34</i>	<i>12</i>	<i>34</i>	<i>12</i>
Do. in way of Double Bottoms at Solid Floors <i>2 1/2</i> <i>2 1/2</i> <i>26</i> <i>1 1/2</i> <i>2 1/2</i> <i>26</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>26</i>	<i>1 1/2</i>	<i>2 1/2</i>	<i>26</i>		" " Angles or Bulb Angles <i>3 1/2</i> <i>3</i> <i>32</i> <i>3 1/2</i> <i>3</i> <i>32</i>	<i>3 1/2</i>	<i>3</i>	<i>32</i>	<i>3 1/2</i>	<i>3</i>	<i>32</i>	<i>3 1/2</i>
" " at intermdt. Bkts.								" " SIDE KEELSONS, Number <i>One</i>							
FRAMING, depth of girder <i>Deep girdering 6"</i>								" " Angles or Bulb Angles <i>Single</i>	<i>6</i>	<i>3</i>	<i>40</i>	<i>6</i>	<i>3</i>	<i>40</i>	<i>6</i>
FLOORS, depth and thickness of Floor Plate <i>clear of water tanks</i> <i>16</i> <i>20</i> <i>16</i> <i>30</i>	<i>16</i>	<i>20</i>	<i>16</i>	<i>30</i>	<i>16</i>	<i>30</i>		" " Plate above floors, for length <i>1</i>	<i>1</i>						
" " in way of Engine and Boiler Spaces <i>1</i> <i>34</i> <i>1</i> <i>40</i> <i>1</i> <i>34</i> <i>1</i> <i>40</i>	<i>1</i>	<i>34</i>	<i>1</i>	<i>40</i>	<i>1</i>	<i>34</i>		" " Intercoastal Plate, for full length <i>30</i>	<i>30</i>						
" " thickness at the ends of vessel <i>26</i>								" " Attached to outside Plating with Angle <i>3</i> <i>3</i> <i>20</i> <i>3</i> <i>3</i> <i>20</i>	<i>3</i>	<i>3</i>	<i>20</i>	<i>3</i>	<i>3</i>	<i>20</i>	<i>3</i>
" " depth at <i>3</i> the half breadth, as per Rule <i>Parallel to</i>								" " BILGE KEELSON, Angle <i>5</i> <i>3</i> <i>40</i> <i>5</i> <i>3</i> <i>40</i>	<i>5</i>	<i>3</i>	<i>40</i>	<i>5</i>	<i>3</i>	<i>40</i>	<i>5</i>
" " height extended at the Bilges <i>Rise of floor line</i>								" " SIDE Intercoastal Plate for full length <i>17</i> <i>34</i> <i>17</i> <i>24</i>	<i>17</i>	<i>34</i>	<i>17</i>	<i>24</i>	<i>17</i>	<i>24</i>	<i>17</i>
FLOORS in Cell. Double Bottoms								" " Attached to outside Plating with Angle <i>3</i> <i>3</i> <i>30</i> <i>3</i> <i>3</i> <i>30</i>	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>	<i>3</i>	<i>30</i>	<i>3</i>
" " state if flanged (top & bottom)								" " SIDE STRINGERS, Number <i>One</i>							
" " Spacing of Solid floors								" " Angle <i>Long to frames</i> <i>3</i> <i>3</i> <i>36</i> <i>3</i> <i>3</i> <i>36</i>	<i>3</i>	<i>3</i>	<i>36</i>	<i>3</i>	<i>3</i>	<i>36</i>	<i>3</i>
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.								" " Intercoastal Plate, for full length <i>12</i> <i>34</i> <i>12</i> <i>32</i> <i>12</i> <i>32</i> <i>12</i> <i>32</i>	<i>12</i>	<i>34</i>	<i>12</i>	<i>32</i>	<i>12</i>	<i>32</i>	<i>12</i>
" " Angles, Top								" " Attached to outside plating with Angle <i>3</i> <i>3</i> <i>32</i> <i>3</i> <i>3</i> <i>32</i>	<i>3</i>	<i>3</i>	<i>32</i>	<i>3</i>	<i>3</i>	<i>32</i>	<i>3</i>
" " Bottom								Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) <i>38</i> <i>40</i> <i>38</i> <i>40</i>	<i>38</i>	<i>40</i>	<i>38</i>	<i>40</i>	<i>38</i>	<i>40</i>	<i>38</i>
" " to Floors								" " " " " " (in way of Bridge) <i>32</i> <i>32</i> <i>40</i> <i>32</i> <i>32</i> <i>42</i>	<i>32</i>	<i>32</i>	<i>40</i>	<i>32</i>	<i>32</i>	<i>42</i>	<i>32</i>
BRACKETS at intermdt. frmng., wdth & thknss								" " " " " " Angle (clear of Bridge) <i>36</i> <i>32</i>	<i>36</i>			<i>32</i>			<i>32</i>
IDE GIRDERS, number on each side & thickness								" " Deck * <i>Iron or Steel</i> , for <i>Bulb</i> lng.							
" " state if flanged (top and bottom)								" " Thickness (clear of Bridge) <i>28</i>	<i>28</i>						
" " Angles (top and bottom)								" " (in way of Bridge) <i>28</i>	<i>28</i>						
" " to Floors								" " Wood Deck. Material & thickness							
MARGIN PLATE, depth (exclusive of flange) and thickness								Second Deck Stringer Plate, br'dth & thickness							
" " Angle to Outside Plating								" " Angles on ditto, No.							
" " Floors								" " Tie Plates outside Hatchways							
BRACKETS at intermdt. frmng., wdth & thknss								" " Deck * <i>Iron or Steel</i> , for lng.							
Height of Outside Brackets above at bilge								" " Wood Deck. Material & thickness							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake								Third Deck Stringer Plate, br'dth & thickness							
" " in Engine and Boiler space								" " Angles on ditto, No.							
" " Remainder in Holds								" " Tie Plates, outside Hatchways							
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>5</i>	<i>3</i>	<i>30</i>	<i>5</i>	<i>3</i>	<i>30</i>		" " Deck * Material and thickness							
" " In way of <i>Long Bridge</i> <i>4</i> <i>3</i> <i>30</i> <i>4</i> <i>3</i> <i>30</i>	<i>4</i>	<i>3</i>	<i>30</i>	<i>4</i>	<i>3</i>	<i>30</i>		Fourth and Fifth Deck Stringer Plate, breadth & thickness							
" " Spacing <i>On every frame</i>								" " Angles on ditto, No.							
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel								" " Tie Plates outside Hatchways							
" " Spacing								" " Deck. Material & thickness							
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel								Poop Deck Stringer Plate, breadth & thickness							
" " Angles on upper edge								" " Angle on ditto							
" " Spacing								" " Tie Plates							
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel								" " Deck. Material and thickness							
" " Angles on upper edge								Bridge Deck Stringer Plate, br'dth & thickness							
" " Spacing								" " Angle on ditto							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel								" " Tie Plates							
" " Angles on upper edge								" " Deck. Material and thickness							
" " Spacing								Forecastle Deck Stringer Plate, br'dth & th'kns	<i>15</i>	<i>24</i>	<i>15</i>	<i>24</i>	<i>15</i>	<i>24</i>	<i>15</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>6</i>	<i>3</i>	<i>40</i>	<i>6</i>	<i>3</i>	<i>40</i>		" " Angle on ditto <i>31</i> <i>3</i> <i>30</i> <i>31</i> <i>3</i> <i>30</i>	<i>31</i>	<i>3</i>	<i>30</i>	<i>31</i>	<i>3</i>	<i>30</i>	<i>31</i>
" " Angles on upper edge								" " Tie Plates <i>2 1/2</i> <i>24</i> <i>2 1/2</i> <i>24</i>	<i>2 1/2</i>	<i>24</i>	<i>2 1/2</i>	<i>24</i>	<i>2 1/2</i>	<i>24</i>	<i>2 1/2</i>
" " Spacing <i>On alternate frames</i>								" " Deck. Material and thickness <i>2 1/2</i> <i>24</i> <i>2 1/2</i> <i>24</i>	<i>2 1/2</i>	<i>24</i>	<i>2 1/2</i>	<i>24</i>	<i>2 1/2</i>	<i>24</i>	<i>2 1/2</i>

WEB FRAMES.				Inches in Ship.	Inches in Ship.	Inches per Rule, Or as approved.	Inches per Rule, Or as approved.	FORGINGS or CASTINGS.		Inches in Ship.	Inches per Rule, Or as approved.
WEB-FRAMES, In Fore Body, No. and spacing								KEEL, Bar, depth and thickness		Flat plate keel.	
" " " brdth. & thickness								STEM, moulding and thickness		6 1/2 x 1 1/8	6 1/2 x 1 1/8
" No. of Side Stringers " "								STERN-POST for Rudder do. do.		5 1/4 x 3 1/4	5 1/4 x 3 1/4
WEB-FRAMES, In E. & B. Space, No. & spacing				One as per approved plan				" for Propeller		6 1/4 x 3 1/4	6 1/4 x 3 1/4
" " " brdth. & thickness				14	46	12	84	RUDDER—A x D* Table 22. Speed		8 1/2 knots	A x D = 49.5
WEB-FRAMES, In After Body, No. and spacing								" Main-Piece, diameter at head		3 1/4	3 1/4
" " " brdth. & thickness								" " " at heel		3	3
" No. of Side Stringers " "											
" Size of Face Angle to Web-Frames				5 x 3	34	5 x 3	34				
BRACKET PLATES to Stringers between Web Frames, depth and thickness											

BULKHEADS.		Thickness	STIFFENERS.				Single or Double Frames.	Height up, state deck.	RUDDER, how constructed		
		Inches.	Horizontal.		Vertical.						
		Inches.	Size.	Spacing.	Size.	Spacing.					
Total No. of W.T. BULKHEADS. In Ship 7 Per Rule 3.		1 3/16							Thickness of Plates or Single Plate 80"		
SCANTLINGS MIDSHIP BHDS.									Can the Rudder be unshipped afloat? Yes.		
" COLLISION "		1 3/16	1/2	1/2	1/2	1/2			Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?		
" AFT PEAK "		1 3/16	1/2	1/2	1/2	1/2			Open hearth process		
" PARTITION "		1 3/16	1/2	1/2	1/2	1/2			The Steel Company of Scotland, Stewarts & Lloyds, Leamington, Steel Co., D. Christie & Sons.		
" LONGITUDINAL "		1 3/16	1/2	1/2	1/2	1/2			Has the Steel been tested as required by the Rules? Yes.		
in tanks NOT W.T.											
Are the Sluice Valves and Watertight Doors in efficient working order? None fitted											

PLATING.										RIVETING.													
STRAKES.		AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES, Ordinary or joggled? ORDINARY.				BUTTS.											
		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.		Breadth of Lap.		RIVETS.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.	
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.				
FLAT PLATE KEEL		50	56	46	50	50	56	50	56	Double	5 1/2	3/8	3	Double	3/8	2 1/2					9	Full	
GARBOARD or A Strake			36	34	34		36		36	Single	2 1/2	3/4		Double	3/4	2 1/2					5		
State actual thickness in way of Double Bottom.			36	34	32		36		36														
B "			36	34	32		36		36														
C "			36	34	32		36		36														
D "			36	32	34		36		36														
E "			38	32	32		38		38	Double	4 1/2												
F "		45	48	32	32	45	48		48					Sub. to Double							7 1/2		
G "																							
H "																							
I "																							
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W "																							
THICKNESS OF SHEER STRAKE																							
CLEAR OF LONG BRIDGE																							
DO. OF STRAKE BELOW																							
DLG. of Flat Plate Keel																							
" Sheerstrakes																							
Length and thickness.																							
POOP SIDES																							
SHORT BRIDGE SIDES																							
FORECASTLE SIDES				15			24		24	Single	2 1/2	3/4	3	Double	3/4	2 1/2					5	Full	

Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck	Butts, riveted for	half	length amidship.	Butts of Side Stringers	riveted.
Stringer Plate	Straps, single, double or overlapped for	full	length amidship.	" Tie Plates	riveted.
Second Deck	Butts, riveted for		length amidship.	Inner Bottom Plating, riveting of Edges	Butts riveted.
Stringer Plate	Straps, single or overlapped for		length amidship.	Centre Girder Butts, riveted.	Keelson Butts, riveted.
				Frames, riveted through Plates with	3/4 in. Rivets, about 4 1/2" apart.
				Rivets, state whether Iron or Steel	Iron.

FRAMES extend in one length from	Middle line	to	gunwale	State if ordinary or joggled	Ordinary.
REVERSED FRAMES on floors and frames extend from	Middle line	to	ship's side (clear of water tanks)	State if ordinary or joggled	Ordinary.

MASTS, SPARS, &c.											
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS.	Fore	Brown Pine	44-6		12	9	2 1/2	Solid			
	Main										
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars			2 derricks pitch pine								
Rigging, Material and Size, Shrouds			3 each side 1 1/2" G.S.W.		1 Backstay 1 1/2" G.S.W.		Stays	1 Forestay 1 1/2" G.S.W.			
Sails.	One	Suit of	working		Sails, and the following spare sails		1 Spare				

EQUIPMENT No. 6373				LETTER 8				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
39288	1st Bower ...	10	2	4	Winkless.	12	8	3	0	10	1	0	Taylor type	Not stated	C.H. 29-1-24	S.C. Paul
39289	2nd „ ...	10	1	10	“	12	6	2	7	10	1	0	“	“	“	“
39292	3rd „ ...	9	0	2	“	11	2	2	0	8	3	0	“	“	“	“
	4th „ ...															
	Collective weight.	29	3	16						29	1	0				
39293	Stream	3	3	18	3	24	6	5	1	7	3	2	0	Ordinary	“	“
	Kedge.....															

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower Weight of head, pins & blocks. 6-2-16
2nd " " " 6-2-0
3rd " " " 5-2-20
4th " " " "

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.	
	Length.	Diam.	Statutory.	Breaking.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.	Tons.	Length.	Cir.
35865	165	1 1/2	20%	30%	100-1-0	95-1-0	165	1 1/2	Stud	Jos. Bloomer & Sons	Cadby Heath & Sons. 26-1-24. S.C. Paul.	TOWLINE	75	2 1/2	12 1/2	75	2 1/2
									Link			HAWSERS & WARPS	90	5 1/2	Manila	90	5 1/2
Stream Steel Wire	60	2 1/4		15%			60	2 1/4	G.S.W.	R. S. Newall & Son Ltd.		"					

Boats 2 steel lifeboats 16 ft.
Pumps Number 2 to cargo hold, 1 to fore peak. Diameter of Barrel 5" x 3". State whether they are in efficient working order *Yes.*
Windlass is steam by Clarke Chapman & Co. **Capstan** ✓ *Steel Hinged Covers*
Engine Room Skylight—How constructed? By steel plates & angles. What arrangements for deadlights in bad weather? *with strong bullseyes*
Coal Bunker Openings—How constructed? By steel plates & angles. How are lids secured? By battens & cleats. Height above deck? 2-0"
Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** 4 scuppers each side, 5 F.P. each side 2-3 x 16"
Ceiling in Hold, thickness and material 2" white pine. **Cargo Battens**, thickness and material 2" white pine.
Cargo Hatchway—How formed? By steel plates & angles. **Hatches**, If strong and efficient? *Yes. 3" solid.*
State size **No. 1 Hatch** (Forward) 10-9 x 8-6" **No. 2 Hatch** ✓ **No. 3 Hatch** ✓ **No. 4 Hatch** ✓
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *One.*
No. of Breasthooks *One* **No. of Crutches** *Deep floors.*
Bulwarks, height above deck and description 3-3" steel. **Main Rail**, material and size steel B.P. 7 x 3 x 35.
The foregoing is a correct description. *Geo Brown* (Builder's Signature) *H. L. Swinton* (Surveyor's Signature)
Builder's Signature (here only) *Geo Brown* Surveyor to Lloyd's Register of Shipping.

Correspondence—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) *Gl. Sec. 29-5-23, 30-5-23, 26-6-23, E. 1-1-24, 10-1-24.*

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed.*

Is the riveted work properly closed? *Yes.*

Are the liners between the frames and plates solid single pieces? *Yes.* Do the holes for riveting plate to frames, butt straps, or plate

to plate, &c., conform well to each other? *Yes.* Are the rivet holes well and sufficiently countersunk in the plate and punched

from the faying surfaces? *Yes.* Do any rivets break into or through the seams or butts of the plating? *A few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *Yes.*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes.* State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes.* State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.) *Workmanship good.*

This vessel has been built in accordance with the approved plans, the Secretary's letter of above dates & in general conformity to the Rules for the class contemplated.

The water tanks amidships (4 in N) & the fore & after peaks have been tested as required by the Rules.

The approved plans (6 in N) together with the forging reports (2 in N) are forwarded.

List of plans: Midships section, Profile & deck plans, Sternframe & Rudder, fore end strengthening, Engine seating, Pumping arrangements.

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built, and list of plans should be embodied in report.

The amount of Entry Fee £ 3 : 0 : 0 Fees applied for, *June 6 1924*
Special Survey Fee.... £ 43 : 2 : 0 Received by me, *22/8/24*
Travelling Expenses, if any £ *FREEBOARD.* 3 : 0 : 0
State whether the Vessel has been built under Special Survey *Yes.*
I am of opinion this Vessel should be Classed *+ 100 AI.*
With, or without Freeboard, as condition of Class *Without.*

Committee's Minute *GLASGOW 10 JUN 1924*
Character assigned *100 AI.*
6, 24. *Lloyd's at op.*
+ LMC 5, 24

See L.L. 30/6/24 with Police Report Jan 25 1924 + 6973
009481-009492-005212

GENERAL REMARKS—

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 21.5 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 Deck (Stk.)

Official No. ☒ ; Signal Letters _____ State if Machinery is fitted aft yes.
If bottom of Vessel has been coated Inside yes. Outside yes. give particulars of paint or other composition { Inside: Lead work in tanks. Paint a cement structure. Outside: Anti-rust & anti-fouling

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
Total capacity of double bottom					

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules

Order for Special Survey No. 2100

Date 20-7-23

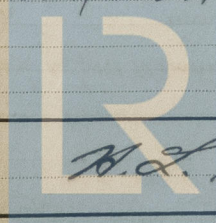
No. 143, in builder's yard.

DATES OF SURVEYS held while building

{ 1923 July 19-24 Aug. 13 Sept. 12-26-28 Oct. 3-8-10-12-16-17-19-23-30 Nov. 1-6 1924 Jan 8-17-22-28-30-31 Feb 4-6-8
13-15-20 Mar. 5-10-19-21-27-31 Apr. 2-4-7-8-10-11-15-16-17-18-22-24 May 16-22-23-26-28 June 3

Total No. of Visits 53

Surveyor's Signature

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